

PROSECUTION CLOSES; SULZER WILL TESTIFY

City Deluged by Rain, Subway Tied Up, Streets Flooded

WEATHER—Rain to-night; Thursday fair.

FINAL EDITION.

The



World.

"Circulation Books Open to All."

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FLOOD STOPS SUBWAY; BIG RUSH HOUR CROWD UNABLE TO GET HOME

"No Train" Signs Put Up in All Stations at 4.15—'L' Out of Business Downtown and Surface Cars Blocked.

At a time when the demand upon its resources was greatest the subway went out of commission this afternoon. Signs were posted in all stations at 4.15 o'clock stating that the operation of trains was temporarily suspended. Ticket offices were closed and passengers on trains that could be moved were turned out at whatever station happened to be nearest.

The tie up of the subway was caused by flooding of the tube at Forty-sixth street and Broadway. The water flowed down into Times Square and along toward the Grand Central station covering the third rail. For a time trains were operated by the expedient of switching at Ninety-sixth street and Grand Central, but the water gained too fast for the pumps. As a matter of fact the sewers were so flooded that the water pumped out of the subway ran right back in again.

GREATEST CONGESTION IN HISTORY OF SUBWAY.
The utter collapse of the subway brought about the greatest congestion that the downtown office and manufacturing districts have ever experienced. The shut down of service occurred at a time when the Sixth Avenue "L" line was crippled by an undermining of the pillars at Trinity place and Times street and when surface transportation lines were running at about half capacity.

The Interborough management stated that every train that could be moved would be put on the "L" lines and that the surface lines would be equipped with all the extra cars that could be manned. No time was left for the resumption of train service in the subway, although it was said the flood was receding north of Forty-second street at 5 o'clock.

The rain fell in Staten Island with the force and in the volume of a cloudburst. By 4 o'clock it had washed out the temporary trestle of the Staten Island Rapid Transit Railroad around a culvert at Crooks Crossing. Great Kills and caused a stoppage of all trains. Attempts were made to patch up this trestle, but at length all efforts to resume service were abandoned.

As a result between 5,000 and 6,000 commuters to the south shore of the island found it impossible to get home late this afternoon and most of them telephoned home that they were making arrangements to stay in town.

Great Kills and Tottenville, the biggest towns on the south shore, were cut off from the rest of the world since no trolley lines, the only system in operation, passed within several miles of the towns.

Five inches of rain had been precipitated on New York in the course of the day and the Weather Bureau reports indicated that the downpour will continue to-night.

The storm approached the proportions of a cloudburst at 3.15 o'clock this afternoon, when a black squall came out of the southeast and the sky was blanketed with black, wicked-looking clouds. The darkness of night spread over the city and in the downtown section skyscrapers became towers of glimmering lights in the prevailing gloom.

The squall was attended by a descent of water in sheets. Then succeeded a clearing of the skies for a time, but the rain continued, though not in such volume.

BROOKLYN TRAFFIC BLOCKED BY FLOODS IN STREETS.
The subway was in good shape for carrying for a record crowd at the beginning of the evening rush, and the east and west side "L" lines were prepared to handle a great overflow of traffic.

Surface lines in Manhattan were in fair shape, but Brooklyn was so crippled in respect of the transportation of traffic that the city was under water, miles of surface tracks were impassable and, to add to the confusion of the traffic problem, the Brighton Beach cut was flooded and traffic

Rich Student Who Owns Auto In Which Girl Was Stabbed



HERMAN OELRICHS JR.

GIRL STABBED TEN TIMES IN YOUNG OELRICHS'S AUTO

Broadway Joy Ride Ends in Crash Into Tree When Suitor in Student's Motor Car Attacks Young Woman

TACOMA, Wash., Oct. 1.—D. M. Claghorn, former Columbia student, was indicted to-day when told that his name had been mentioned in connection with the accident to Miss Lucille Singleton in New York last night. He did not return to Columbia this year, and he believes that some New York man is masquerading as Claghorn.

Miss Lucille Singleton, a beautiful young girl with a mass of tawny hair, is prostrated at her home, No. 66 West One Hundred and Fifteenth street, as the result of an attack which she says was made on her last night in young Hermann Oelrichs's automobile. She has slash wounds in her right arm, breast, neck and side, and she is unable to move.

Miss Singleton says she was stashed by "Billy Craigburn," a senior at Columbia College, who became instantly jealous when she asked him to bring her automobile ride to a close that she might keep another engagement at her home. Miss Singleton says she does not know Hermann Oelrichs.

Valentine Hush, manager of the Detroit-Cadillac Motor Car Company, at No. 183 Broadway, who happened on the wreck of the car a few minutes after it had run into a tree at Broadway and One Hundred and Twentieth street, says that he saw the machine in his struggle with the machine and saw it being driven by Miss Singleton.

Thousands of householders who had planned to move to-day found themselves unable to vacate their apartments because of the non-arrival of the vans. The law provides that a ten-

ant, who, such a thing is impossible, Claghorn wouldn't harm any one let alone a girl. There's some mistake, I guess the young woman was cut by the broken windshield. No, I don't know Miss Singleton. I never heard of her before."

By Claghorn, Oelrichs apparently referred to some youth whose name the police understood from Miss Singleton to be Claghorn.

STUDENTS BLAMED IT ALL ON THE GIRL.
Despite young Oelrichs's denial, however, the accident in which he was credited with having had a part was the principal topic of conversation at Columbia to-day. Half a dozen youths who said they were friends of Oelrichs called at Claghorn's garage, No. 206 Broadway, this morning to inquire in what shape the car was.

They saw a chauffeur named Sarver, and according to him one of them exclaimed disgustedly:

"All that girl's fault. If she'd kept her mouth shut Hermann would never have been mixed up in this. She'd have struck to the story that Claghorn was with her if it hadn't been for the police. They told her she was going to die and they scared her so that she told her real name and gave way on Hermann. It's a shame."

According to Sarver, however, young Oelrichs himself made no attempt last night to conceal his identity. After the accident he went to the Claghorn garage, where he keeps several cars, and asked them to get the wreck and tow it in.

"He said he'd been in an accident," said Sarver, "but he didn't have much else to say. We got the car for him. It was a new one and I guess he got it yesterday. It had not even been washed, and he never put it up here before."

"How did the accident happen?" Sarver was asked. He grinned and replied:

LIMIT FINE FOR FACTORY MEN WHO LOCK IN WORKERS

Emanuel Rubin and Nathan Levy Sentenced to Pay \$50 Each for Imperilling Lives.

JAIL WAS NOT POSSIBLE.

Justices Could Not Send Offenders to Prison, as They Paid Fines.

The maximum penalty provided by the law for the punishment of factory owners who lock their doors and imperil the lives of their workers was imposed on two men by Justices Collins, McInerney and O'Keefe in Special Sessions to-day.

"It is a source of regret to this court," Justice Collins said from the bench after the fines had been imposed, "that it is not able to punish such an offense as this more heavily. As the law now stands the maximum fine is \$50, which has been imposed. If the fine is paid the court is unable to impose a prison sentence. The man who protects his stock at the risk of causing the girls and men who work for him to meet their death in fire and panic deserves more than a small money fine. I hope the Legislature will as soon as possible remedy this defect in the law."

The action of the Court was in contrast to that of the attitude of Justices Russell, Herman and Kenonhan on the conviction of a similar offense last week of Max Hirsch, one of the owners of the Triangle factory, in which more than 150 girls lost their lives during a fire.

Justice Russell spoke deprecatingly of Hirsch's offense, as though it were merely technical, said he thought the manufacturer had tried to obey the law and imposed the minimum fine of \$50. The Evening World led in the storm of indignation with which the light penalty was greeted and established a bureau to receive complaints from factory workers regarding dangerous working conditions.

Inspector Frank Kenonhan of the Fire Prevention Bureau was the complaining witness in both cases to-day. He arraigned Emanuel Rubin of the Crown Pad and Eagle Dress Company, which occupies a loft on the fifth floor of No. 114 Spring street. Kenonhan said that when he visited the place, Sept. 8, he found the door at the foot of a flight of stairs leading from the fifth floor to the fourth barred. It was some time before, by pounding, he was able to get anybody to open the door. He discovered that the door had been fastened by an iron bar across its whole width.

There were sixty persons, most of them young girls, at work in the factory. An alarm of fire, the inspector said, would have caused them to pile up in front of the door at the foot of the stairs without a chance of escape.

Rubin pleaded guilty and the Justices told him they regretted they were not able to send him to jail.

Nathan Levy of Levy Brothers, clothing manufacturers at No. 27 Grand street, met with the same treatment. Kenonhan testified that on Sept. 12 he heard machines humming in the fourth floor loft occupied by the firm. He tried both doors and found them locked and attempted to enter by the fire escape. The doors were also fastened. Only after he shouted through a window a threat to call a hook and ladder company to help him get in was he admitted.

There were eight women at work at the machines. A Labor Bureau placard on the wall showed that the factory was licensed to run every day in the week except Saturday, the day on which the inspector made his visit. He testified that the main door was locked with a "police box lock," another door was fastened with a padlock and the fire escape doors were fastened by ordinary door locks.

keeper, who will allow no one to see the girl. Her wounds were dressed last night at the Knickerbocker Hospital, and though they are many the doctors say each is superficial and Miss Singleton's recovery is assured.

Before the girl left the hospital in the care of friends about 2 o'clock this morning the police had one opportunity to question her, and they learned then this version of the affair:

Miss Singleton, who is only nineteen years old, tall and slender, with a wavy

lock of hair is a student at the University of Pennsylvania.

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MILITARY OFFICER WHO TOOK UP STOCK BOUGHT FOR SULZER.



LT. JOSEPH ETHEL

RAIN HALTS LOCAL BASEBALL GAMES.

The Highlanders and Boston Red Sox were prevented from playing a double-header to-day at the Polo Grounds on account of rain. The Brooklyn-Philadelphia game was also postponed.

OSBORNE AT WORK AS "CONVICT TOM BROWN" NOT KNOWN BY FRIENDS

Loses Identity in Prison Garb and Visitors Unable to Pick Him Out of Crowd.

(Special to The Evening World.)

ALBANY, N. Y., Oct. 1.—Thomas M. Osborne, "alias Tom Brown," volunteer convict in Auburn Prison to-day put in solid time working under the instruction of a convict Italian boss, who taught him how to weave sides into the basket bottoms made yesterday by the same man.

The waverings from routine that were indicated yesterday when it was said the new man had "looked back" in the dining room against the rules and later had got out of line were not based upon deliberate infraction and at the prison it was stated that no reprimands were administered to the newcomer.

"Tom Brown's physical condition to-day is excellent and he is standing the grind well. His presence inside is now unnoticed and he has fit himself into the administration like any tractable convict. A number of visitors who know the Auburn man intimately went through the prison to-day and failed to recognize him although at one time the party passed within five feet of where he was working in a moving picture concern for permission to take moving pictures of the experiment was turned down by Warden Hattigan, as was a dozen other requests for photographs inside the prison. This is a rigid rule that has long been in force.

The student convict had asked that no photographs be taken of him in the institution.

WON LAKE STEAMER RACE.

J. J. Sullivan Led Three Other Vessels to Duluth.

DULUTH, Minn., Oct. 1.—When the steamer J. J. Sullivan arrived to-day it won a four-cornered race and smashed all former records for the trip up here made by ore carriers. Three ships—the Matthew Andrews of the Stearnsboro fleet, the Roberts Jr. and the Richard Trimble of the Pittsburgh fleet—left Lorain, O., together and were joined at Detroit by the J. J. Sullivan, which had left Lorain two and a half hours after the others.

The Sullivan's time was forty-seven hours from Detroit to Duluth.

WILL SKIP QUEENSTOWN.

Olympic Not to Stop at Port, but Other White Star Liners Will.

LONDON, Oct. 1.—The White Star Line issued an official notification to-day stating that henceforward the steamer Olympic would neither embark nor land passengers at Queenstown. The other steamers of the line, however, will continue to call at that port.

IMPEACHMENT COURT BLOCKS SULZER MOVE TO DELAY THE TRIAL

Herrick Asks Adjournment Until Monday After the Prosecution Rests, but the Case Must Go on To-Morrow.

GOVERNOR CONFIDENT; WILL TAKE THE STAND

Impeachers Wind Up Their Case With an Effort to Connect Sulzer With Mysterious "Account 500."

By Samuel M. Williams.

ALBANY, N. Y., Oct. 1.—John B. Stanchfield of counsel for the Assembly Board of Managers in the impeachment trial of Gov. Sulzer brought the prosecution's case to a finish at 2.30 o'clock this afternoon.

"The managers rest," he announced.

At once D. Cady Herrick, leading counsel for the defense, asked for adjournment of court until Monday.

"We were informed last night by counsel for the managers that they would conclude their case to-day," said Mr. Herrick. "We had supposed their side would last until to-morrow at least. Therefore we are taken somewhat at a disadvantage. There are some motions to be made and an opening to be prepared wherein the respondent is entitled to assistance of all his counsel. On account of to-morrow's religious holiday Mr. Marshall will not be with us."

"One of our associate counsel is an exhausted man (meaning Mr. Hinman) and I am afraid another will absolutely break down unless he has a respite. We do not want to delay this trial; we are as anxious to get through as any of you. These proceedings are very laborious and exhausting to counsel. It seems to me interest of all parties requires a recess until Monday."

The court refused to adjourn until Monday, but compromised on an adjournment until to-morrow at 2 o'clock. Under the plan arranged the defense will start to-morrow afternoon on its various motions to dismiss certain articles of impeachment which, together with the opening address, will consume time until Friday adjournment. This will let Gov. Sulzer start his own defense on the witness stand Monday.

The account existed only during October and November, 1912. It was a purchase of 500 shares of "Big Four" and a sale of one St. Louis and Southwestern thousand-dollar bond. All payments were made in currency.

Much secrecy surrounded the account. The orders were given in Tonawanda branch office and deliveries made to Colwell by messenger in the lobby of the Nassau Bank in Brooklyn. The ostensible excuse was that Colwell had been a customer of another firm, Harris & Fuller, and did not want his dealings with Fuller & Gray known. Gray had hired him nominally as confidential secretary for \$50 per week, and he brought in the Sulzer business.

At the same time Sulzer was dealing

ser, said Sulzer's friends were hopeful.

"Gov. Sulzer is confident of acquittal by the Impeachment Court," he said. "Everything is now turning in his favor. It has been decided that he will go on the witness stand and answer the charges in detail. Denigration or anything like that is farthest from his thoughts. Acquittal he considers certain."

During the morning session counsel for the prosecution attempted to trace the mysterious "account 500" carried by the brokerage firm of Fuller & Gray directly to Sulzer. John Boyd Gray of Fuller & Gray, stock brokers, took the witness stand for the most grilling examination that any witness has experienced. Mr. Brackett, of the prosecution, succeeded in forcing the reluctant Mr. Gray to say that Frederick Colwell, in whose name the account was carried, had told him it was really for Sulzer. The force of this testimony was somewhat weakened when Gray said on cross-examination he did not of his own knowledge know the account was Sulzer's.

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